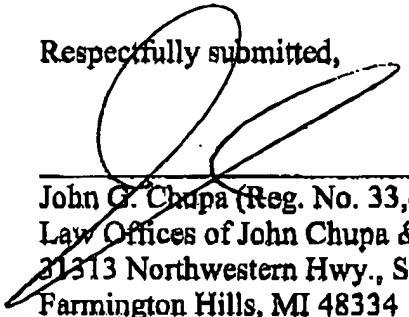


attorney that the above structural amendment would put the above claim in condition suitable for allowance. As shown above, this amendment specifically discloses which components comprise the first and second portions and delineates exactly how the novel auxiliary bus only couples the first and second portions (control modules only) together.

If the Examiner has any further questions regarding this matter, he is invited to call the Applicants' undersigned attorney at (248) 865-9588.

Respectfully submitted,



John G. Chupa (Reg. No. 33,483)
Law Offices of John Chupa & Associates, P.C.
31313 Northwestern Hwy., Suite 205
Farmington Hills, MI 48334
Attorney for Applicants

"MARKED UP" VERSIONS OF PROPOSED AMENDED CLAIMS

Claim 1 "marked up" version in compliance with §1.121(c)(1)(ii)

A braking system for use within a vehicle having a first pair of wheels which is selectively driven by an electric machine, and a second pair of wheels, said braking system comprising:

a first portion comprising a motor control module and an electric motor, said motor control module which is coupled to said first pair of wheels which selectively provides a regenerative braking function at said first pair of wheels;

an encoded communications bus;

a second portion which is communicatively connected to said first portion by said encoded communications bus and which selectively provides an antiskid braking function at said first and second pair of wheels, said second portion including an antiskid control module and two pairs of frictional braking members which are respectively and operatively coupled to said first and second pair of wheels [being effective to detect antiskid braking events at each of said wheels, and which communicates a signal to said first portion, effective to selectively disable said regenerative braking function only if an antiskid braking event is detected at either of said first pair of wheels]; and

an auxiliary bus which is disposed only between said motor control module and said antiskid control module and which directly and communicatively couples said [first portion] motor control module to said antiskid control module [second portion], said auxiliary bus only transmits unencoded signals between said motor control module and said antiskid control module, effective to permit said motor control modules to communicate with said antiskid control module [signals from said first portion to communicate with said second portion]

relatively rapidly;

wherein said antiskid control module is effective to detect antiskid braking events at each of said wheels, and which communicates both an encoded signal through said encoded communications bus and a unencoded signal through said auxiliary bus to said first portion, effective to selectively disable said regenerative braking function only if an antiskid braking event is detected at either of said first pair of wheels.

Claim 6 "marked up" version in compliance with §1.121(c)(1)(ii)

The braking system of claim 1 wherein said [first portion is further communicatively coupled to said second portion by use of] encoded communications bus is a CAN bus.